



Western-Pacific Region Airports Division



AirporTopics

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JUNE 2001

RO Change in Address

As noted in the February 2001 edition of the AirporTopics, the Western-Pacific Regional Office mailing address has changed. The WorldWay Postal Center (WWPC) is not longer a part of the mailing address. Please ensure the appropriate address is listed on any future mail directed to the Regional Office. All mail should be forwarded to the following addresses:

Regular mail: FAA/AWP-###
P.O. Box 92007
Los Angeles, CA 90009-2007
Overnight mail: FAA/AWP-###
15000 Aviation Blvd
Lawndale, CA 90261

--Marina Himmelberger, Administrative Officer

Davis Bacon Wage Rates

Effectively immediately, the Airports Division will no longer provide sponsors/consultants with Department of Labor (DOL) Wage Rate information. The information can be obtained through the United States Government Printing Office at 202/512-1806 for a fee. Sponsors and consultants must certify all wage rates included in an Airport Improvement Program (AIP) grant including construction projects comply with current DOL requirements.

--Marina Himmelberger, Administrative Officer

Staffing Update

The Regional Office's Lead Airport Certification Inspector, Bill Critchfield, has been detailed to the Regional Runway Safety Team. In his absence, please direct any Part 139 inquiries to Bill Long at (310)725-3635, Elizabeth Louie at (310)725-3636, or Ellsworth Chan at (310)725-3620.

--Marina Himmelberger, Administrative Officer

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REIMBURSABLE AGREEMENTS (RA) OVERVIEW

INTRODUCTION Airport development projects may affect existing FAA owned Navigational Aids (NAVAIDs) and require relocation. In such instances, the airport sponsor may request the FAA to generate a Reimbursable Agreement (RA) or alternatively use an outside contractor to design, install or relocate the NAVAIDs. The NAVAIDs include equipment such as, Glide Slope, Localizers, MALSR, PAPI, ILS, and DME.

A Reimbursable Agreement (RA) is “a written agreement under which the FAA provides materials or services to a requesting agency or organization which agrees to pay for those materials or services”¹.

In 1999 the Western-Pacific Region (AWP), Los Angeles NAS Implementation Center (ANI-900), executed eight RAs with airport sponsors totaling over \$2.6 million. The FAA adds a 26% overhead charge to all of the estimated costs. The current man-day rates for a RA are \$600-\$650 for per diem and \$480 for non-per diem. Airport Improvement Program (AIP) funds are mostly associated with the RAs.

METHODOLOGY

- **Equipment Relocation or Installation by the Non-FAA Sources**

If the FAA is to assume ownership and/or maintenance of newly installed equipment, the equipment must meet FAA standards and be supply supportive by the FAA. It may not be easy for an airport sponsor to find a specialist contractor who is familiar with the FAA equipment and requirements. However, if the airport sponsor chooses to design and/or install NAVAIDs by other sources, extensive coordination with the FAA ANI engineers is required. This includes review of standard equipment drawings and specifications, environmental issues and other specific FAA requirements. The ANI will review and approve the design and inspect all the installations. An RA may be required to cover the inspection costs. The FAA ANI personnel will also test and accept the installed equipment. The airport sponsor is required to follow the FAA closeout procedures, which includes submission of relevant information pertaining to equipment, providing as-built drawings, spare parts and lease information.

- **Equipment Relocation or Installation by the FAA**

The process begins with an initial request letter by the airport sponsor to the FAA, ANI-900 or Airway Facilities (AF), AWP-400. In most cases, ANI-900 will generate the RA. The sponsor's request letter should include a brief description of the project, affected equipment or facilities and a desired start and completion date. The FAA may begin the work by signing a Letter of Agreement with the sponsor, prior to the actual execution of the RA. The Letter of Agreement covers the initial cost of a site visit. The final RA includes definitive scope of work and cost estimates.

The FAA RA working group is currently developing a comprehensive flow chart showing detail sequence of events and duration for the RA process.

STEPS IN EXECUTING A REIMBURSABLE AGREEMENT (RA)

¹ FAAM 1217.90.3

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1. Letter is submitted by the airport sponsor to the FAA ANI or AF identifying needs and requesting a RA. The letter includes brief description of the project, affected equipment or facilities, and a desired start and completion dates.
2. ANI prepares a Purchase Request (PR), which includes scope and cost. In some cases, a Letter of Agreement is signed between the FAA and the sponsor for site visit prior to developing a RA.
Duration: Varies.
3. AWP-55 Contracting Officer (CO), logs and reviews the RA and supporting documents to ensure all the relevant information is included. In some instances, PR originator is contacted for additional information. CO produces a draft RA. **Duration: 4-6 Weeks.** May take longer if additional information is required.
4. CO forwards the draft RA for review and comment to all concerned (i.e., Legal, Accounting, Financial and Management Resources, Logistics, Airways Facilities, SMO Managers, Airports, Los Angeles NAS Implementation Center, and other relevant lines of business. **Duration: 2 weeks.**
5. CO produces the final RA incorporating all the review comments and forwards to the airport sponsor. **Duration: 1 Week.** Any scope or cost changes are referred back to the PR originator. This may require additional time.
6. Airport sponsor signs the RA. In most cases, sponsor will sign the RA after approval by appropriate authority (i.e., Board of Supervisors, Commissioners or City Council.) **Duration: 6-8 Weeks.** In some instances, the duration may be longer.
7. CO executes the RA and distributes. **Duration: 1-2 Days.**
8. The actual project completion date varies depending on the scope. The standard term for a RA is 3 years from the date the CO executes the agreement. The project may be physically complete and closeout prior to expiration of the RA term. The term can also be extended by amending the RA.
Duration: Varies.
9. Presently, FAA RA Working Group is in process of implementing new procedures for RA closeout/balance out (financial completion).

Total duration of a RA (from initial sponsor request to project closeout and RA closeout/balance out) varies depending on the type and complexity of the project. To expedite the process, the FAA RA Working Group/Committee, is in process of improving the current processes, procedures and tracking mechanism.

CONCLUSION

The need for RAs is increasing and can benefit both the airport sponsor and the FAA. Timely execution of the RAs and project completion will enable the airport sponsor to efficiently coordinate the AIP construction interfaces and minimize runway downtime. For successful completion of a project, airport sponsor and the FAA must be sensitive to each others requirements.

--Sam Samad, Airport Planner

Part 150 Study Updates and New Noise Level Information Requirement

The Federal Aviation Administration recommends airport operators consider updating any Federal Aviation Regulation Part 150 Study that is more than five years old. When making a decision to update an existing Part 150 Study, airport operator's should consider whether changes in the airport operations may have caused the noise contours to increase in a way that is larger than or different from the forecast conditions. On the other hand, changes in airport operations (i.e. phase-out of Stage 2 aircraft) may have caused the noise contours to decrease resulting in compatibility for previously identified noncompatible land uses.

Airports requesting new Federal financial assistance based on older Part 150 Noise Exposure Maps, that included a high concentration of Stage 2 air carrier aircraft

operations, will be required to submit current noise level information for the area proposed for mitigation. This is a new FAA policy implemented beginning on March 29, 2001. The current noise level information can be in the form of an updated Part 150 Study or it may be in another form that complies with appropriate noise measurement/ forecast methodologies. The current noise level information will be used to confirm that the subject property remains exposed to noise levels at or above 65 DNL (or CNEL) and that the appropriate funding priority is established pursuant to the FAA's National Priority System.

We would be happy to discuss with you whether a Part 150 Study update is appropriate at your airport. Please contact your Airports District Office Planning Staff for more information.

—Brian Armstrong, Airport Planner

Building a Successful Airport in the New Millennium

In order for Airport Organizations to prosper in the new millennium, we encourage airport management to forge and nurture new partnerships and relationships by:

1. Recruit, and train "a qualify oriented" workforce.
2. Work in a spirit of cooperation to satisfy the needs and desires of the community, customers, and constituents by:
 - Promoting airport programs and services.
 - Developing business relationships.
 - Enhancing airport revenue to create financial independence.
3. Planning and building airport facilities that meet airport user needs by:
 - Understanding State and Federal legislation impacts on airport development.
 - Making effective use of Local, State and Federal funding for airport projects.
 - Maintaining an updated Airport Master Plan and Airport Layout Plan to identify future airport development.
 - Staying current on industry standards, trends and changes.
4. Develop and Maintain Community Support by:
 - Establishing a bond between airport customers and the surrounding communities.
 - Working within Political Realities.
 - Managing airport environmental issues.
 - Becoming an integral component and contributing a positive impact on the local economy.

--Courtesy of Gary E. Petersen, Manager, Nevada County Airport (CA)

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New Skydiving Rules Made Final

On May 9, 2001, the FAA published its final rule overhauling FAR Part 105, on parachute operations. The revision deals with changes in the industry over the last few decades, such as the advent of tandem jumping, and addresses other issues including static-line requirements, packing rules, radio communications, and foreign parachutists. According to the U.S. Parachute Association (USPA), the most significant change is that tandem jumps, which for years were allowed only by exemption, are now covered by the regulations. "No longer will tandem students require an explanation about participating as an 'experimental test jumper,'" the USPA wrote on its website. The rule becomes effective July 9, 2001. AVweb's NewsWire website <http://avweb.com/n/?19b> includes the complete text of the FAA's Final Rule regarding Part 105.

--Kevin Flynn,
Supervisor, Arizona Standards Section

Land Issues Conference Training

A National Relocation Assistance and Real Property Acquisition Symposium is scheduled for November 6 -10, 2001, in Mesa, Arizona. The Federal Highway Administration and the International Right-of-Way Association will sponsor the symposium. The symposium will also host the annual forum for FAA and airport sponsors to discuss land issues and display best practices and program improvements developed on airport land projects.

--Sam Iskander, Airports Program Specialist

Please note the NEW fax number for our HNL ADO office listed on the front page.

Websites

- A new site containing certificated landing facilities (Part 139 airports) and all other public use airports, including airport manager/owner name, address, phone number, location identification, airport latitude/longitude, and site number has been posted on the internet at <http://www.faa.gov>, then click on "FAA Organizations"; "Airports (ARP)"; "Airports Organization"; and "Airport Safety Data Branch AAS-330"
- Frequently Asked Questions to clarify recent modification of the Uniform Relocation Assistance and Real Property Acquisition Regulations (Uniform Act) are included on the FAA Homepage, located at <http://www.faa.gov/arp/app600/600home.htm>. The questions and answers cover relocation issues, such as replacement housing payment offers, the FAA's role in a disputed appeal, review appraiser recommendation with respect to the approved appraisal, and purchasing a property offered at auction for a FAA assisted project.
- The latest edition of the Uniform Appraisal Standards for Federal Land Acquisition, published by the Appraisal Institute, may be downloaded at: <http://www.usdoj.gov/enrd/land-ack/>. The Uniform Appraisal Standards are referenced in 49 CFR 24.103 as a standard for detailed appraisals, and are a useful guide and may be referenced in determining acceptable appraisal standards for complex land acquisition and disposal issues.
- Guidance for Goal-Setting in the Disadvantaged Business Enterprise (DBE) Program is posted at <http://osdbuweb.dot.gov/business/dbe/tips.html>. This guidance has been developed to assist DOT recipients on goal-setting and how to determine what portion of their goal should be race/gender-neutral and what portion should be race/gender-conscious. The guidance incorporates the experience and practices called by recipients over the first year of implementation of the goal-setting portions of the new DBE rule (49 CFR Part 26). This document is intended only to provide you with some additional guidance as you set goals. It should always be used in conjunction with the rule itself and other relevant information.

--Sam Iskander, Airports Program Specialist

Operational Safety on Airports During Construction

Airport management always has a challenge to operate the airport while complying with safety standards during airport construction and maintenance activity. Most managers must confront three basic dilemmas:

- a. Pressure from tenants, boards, councils, or commissioners to keep the airport open during construction or maintenance.
- b. Insufficient knowledge and application of airport safety standards concerning aircraft operations, electronic navigation aids, and air traffic control facilities.
- c. Inadequate construction contract provisions pertaining to airport safety standards, to preclude hazards to aircraft operations.

The need to perform airport construction or maintenance is not a reason to lower the level of safety. Airports safety standards must be maintained during these activities. Any proposed temporary safety standard modifications must be preceded by mitigating factors such as implementing intense notification, coordination and training activity that will maintain safety operations.

The following situations cause safety concerns:

- a. Working off the runway ends affect the Runway Safety Area, Runway Object Free Area, and Federal Aviation Regulation Part 77 (imaginary surfaces) safety standards. Holes, trenches, haul roads, men and equipment, pavement lips, and stockpiled materials can be violations of these standards. If these standards are violated, action such as runway closure, threshold relocation, or temporary cancellation of instrument procedures may be required for safety. If the standards must be reduced, sufficient mitigating measures must be proposed, such as restricting airport use by aircraft type, visual meteorological conditions, daylight conditions, or intense notification and aircrew training.
- b. Working on or along side of runways should not be permitted within 250 feet of the runway centerline, without closing the runway, relocating the threshold and/or canceling instrument procedures.

- c. Working on or near taxiways and aircraft parking aprons requires pavement “set-back” markings, located at a distance equal to 25 feet plus one-half the wingspan, of the largest aircraft using the taxiway and/or apron, from the taxiway centerline or active apron area.
- d. Construction equipment, vehicles and material stockpiles that penetrate FAR Part 77 Instrument Approach Surfaces, block line-of-sight visibility from an air traffic control tower, or interfere with radar or navigational aids create safety issues. Airport management must recognize these conditions and coordinate them with their construction contractor, and FAA Airports, Flight Standards, Air Traffic, and Airway Facilities Divisions. These issues are addressed through the FAA Form 7460-1 “Notice of Proposed Construction or Alteration” process for any airport project, including projects financed by passenger facility charge revenue.
- e. Construction vehicle and pedestrian activity cause an increased number of vehicle and pedestrian movements on the aircraft movement areas.
- f. Insufficient radio communications, uninformed construction workers, as well as insufficient caution flashers, markings and barricades.

Because each construction and maintenance situation differs widely, airport management must develop and coordinate a safety plan with airport users, air traffic control, construction management and contractors. The plan should be a provision of the construction contract and endorsed by all parties involved and impacted by the project. Airport management is responsible for coordination and enforcement of the plan.

The key to a successful airfield project is early planning, design, coordination, implementation and enforcement of all safety measures. Mistakes will always happen, but diligent airport management focused on accident prevention significantly reduces the probability

*--Ellsworth Chan,
Manager, Safety and Standards Branch*

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Western-Pacific Region Airports Division Guidance

Temporary Closing of an Airport for Special Events

The Federal Aviation Act of 1958, as amended by 49 United States Code 40101, et seq., assigns the Federal Aviation Administration (FAA) broad responsibilities for the regulation of air commerce in the interests of safety and development of civil aeronautics. Under these broad powers, the FAA seeks to achieve safety and efficiency of the total airspace system through direct regulation of airmen, aircraft, airspace, and airports. The Airport and Airway Improvement Act, Section 511 (a)(3), requires that airports be properly operated and maintained at all times. Thus, any proposal to temporarily close the airport for non-aeronautical purposes must be approved by the FAA in advance of any event.

Assurance 19, Operation and Maintenance, implements the provisions of 49 USC 47107(a) (7) and (8), and requires in pertinent part, that the sponsor of a federally obligated airport will obtain approval from the FAA with regard to any proposal to temporarily close the airport for non-aeronautical purposes. Assurance 22, Economic Nondiscrimination, prescribed by USC 47107 (a) (1) to (6), requires the sponsor to make the airport available for public use on reasonable terms and without unjust discrimination to all types, kinds, and classes of aeronautical uses. Thus, Assurance 22 reinforces Assurance 19 requirements because the obligations assumed by an airport owner in accepting FAA-administered assistance apply to the exclusive use of an obligated airport for aeronautical purposes.

The airport sponsor assumes certain obligations, either by contract or by restrictive covenants in property deeds and conveyance instruments, to maintain and operate its airport facilities safely and efficiently and in accordance with specified conditions. These obligations assumed by airport sponsors in property conveyance or grant agreements are important factors in maintaining a high degree of safety and efficiency in airport design, construction, operation and maintenance, as well as ensuring the public fair and reasonable access to the airport. Based on these contractual obligations, airport sponsors dedicated their airports to aviation and to the general exclusion of incompatible non-aeronautical uses and activities unrelated to aviation.

An airport developed or improved with federal funds may not be closed for the purpose of using airport facilities for special outdoor events, such as auto racing or displays, county fairs, parades, etc., without FAA approval. In certain circumstances that promote aviation awareness, the FAA may support the limited use of airport facilities so long as there is not a total closure of the airport. In such cases, safeguards need to be established to protect the aeronautical use of the airport while the non-aeronautical activities are in progress.

There will be occasions when airports may be closed for brief periods of time for aeronautical purposes to promote aviation or an aviation activity, such as, an air show, aeronautical exhibit, fly-in, or aviation convention. In such cases, airport owners should limit the period the airport will be closed to the minimum time consistent with the activity.

In some instances, reasons may justify the temporary use of part of an airport for an unusual event of local significance that does not involve closing the entire airport. There may be circumstances when a temporary closure for a special event will provide benefits to the airport and local community without resulting in unacceptable adverse impacts to the aviation community. Partial closures are always preferable to total closures. Preferably, the event should be held in an area of the airport, which is not required for the normal operation of aircraft and where the event would not interfere with operational use of the airport; or in a limited operational area of an airport having relatively small traffic volume and where it has been determined that the event will not interfere with aeronautical use of the airport.

In all cases, the temporary closure of a public airport for short-term, non-aeronautical events must be reviewed and may be approved by the FAA on a case-by-case basis. The critical conditions to be considered in determining whether approval should be granted include the following.

1. Prior to the proposed airport closure, submit the proposal to the FAA Airports Division or District Office and to the FAA Flights Standards District Office.
2. There must be no negative impact to aviation safety as a result of the closure or event.
3. The event must not have any negative impact on navigation facilities located on the airport, or their utility in the National Airspace System.

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4. Precautions must be taken to prevent damage to airport facilities, equipment, and navigation aids. In the event of any damage, the responsible party must repair all damage to airport facilities in a timely manner. Contingencies for the repair and payment for damage should be included in the agreement with the event sponsors.
5. The air carriers and aeronautical tenants (FBO) serving the airport and the local airport users must be notified of the planned closure, given opportunity to comment, and have their concerns adequately addressed. This is an important preparatory step, because commercial airport operators may lose business revenue during an airport closure.
6. Notifications to pilots and local aeronautical organizations will be made to reach the broadest dissemination possible to avoid user inconvenience and disruptions. The impact of the closure on aeronautical activity and airport users must be kept to a minimum.
7. The event must be located within an area on the airport that will minimize negative impacts on safety, security, and facilities. The airport should not compete with private or public sites for the event. When other convenient and useable sites are available elsewhere, they should be used instead of the airport.
8. The airport must receive significant and tangible financial benefits for the use of its facilities. FAA regulation and the revenue use policy require that the airport obtain fair market value compensation for the use of airport facilities for non-aeronautical purposes.
9. The event and closure of the airport should have widespread community support, including both the general and aviation public.
10. The event sponsor must possess adequate insurance, assume full liability, and hold the airport harmless.
11. An adequate plan and procedures, along with sufficient staff, will be in place to ensure the safety and security of the airport and its users, and for event officials, participants, and spectators. There should be provisions for barriers, crowd control, public protection, appropriate marking and signage, security and law enforcement, parking, ingress and egress, etc. There should be an emergency plan to provide staff and services to deal with medical needs, unlawful behavior, accidents, fire and fire fighting, hazardous materials and clean up, evacuations, etc.
12. NOTAMS announcing the closure will be issued in a timely manner prior to and during the closure.
13. If the airport is a Part 139 certificated airport with scheduled air carrier service, the following additional conditions must be satisfied:
 - a) Appropriate coordination will be done with FAA Security personnel to ensure that the airport and its air carriers have returned to the security level required by Title 14 C.F.R. Part 107 and 108 prior to commencement of air carrier service.
 - b) A thorough inspection of the airport movement areas will be performed by airport personnel in accordance with Part 139 prior to commencement of operations.
 - c) Flight Standards District Office must be notified prior to the closure.
14. For those events involving a temporary runway closure or temporary airport closure, airport capacity in the area must be capable and available to handle diverted air traffic during the temporary closure. Therefore, nearby airports will be advised of the event prior to the closure. Closed runways have to be properly marked to show they are closed to aircraft.
15. Air Shows at Part 139 airports require the airport to obtain approval on FAA Form 7711-1, Certificate of Waiver or Authorization, from the FAA Flight Standards District Office. Flight Standards will not issue FAA form 7711-1 for airports certificated under 14 CFR Part 139 until the Regional Airports Division has reviewed and concurred with the air show event ground operations plan. Therefore, affected airports must plan ahead to obtain the required reviews and approvals.
16. A written agreement between the airport and the event sponsors will be used to ensure duties, responsibilities, and liability are established, accountability is clear, the airport's interests are protected, and all the requirements will be met.

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17. At the conclusion of the event, the airport operations and movement areas will be cleared, cleaned, and inspected to guaranty that aircraft can safely resume using the taxiways and runways. At this time, damage and restoration costs can be assessed and recovery efforts begun.

Conclusion

To comply with these requirements, airports must advise the FAA in advance of the proposed airport closure and provide assurances that the above requirements will be met before the event takes place. If the airport finds that it cannot comply with the above guidance, then the airport closure is most likely not justified. In that case, the airport should not be closed.

--Tony Garcia, Compliance Specialist

AOPA Honors FAA Official for Service to General Aviation

The Aircraft Owners and Pilots Association presented its Crotti Award for distinguished service to general aviation in California to John L. Pfeifer at an AOPA Pilot Town Meeting June 6, 2001 in Santa Rose, CA.

Presenting the award, AOPA President Phil Boyer said, "The leadership and vision John Pfeifer has demonstrated as district manager are rooted in his hands-on experience in virtually every aspect of airport development—airport

engineering, planning and safety—in his prior assignments with the San Francisco Airports District Office and the Great Lakes Regional Office. His accomplishments make him a worthy recipient of the Crotti Award."

The Crotti Award for general aviation advocacy in California is named in honor of the late Joe Crotti, longtime AOPA Regional Representative and, earlier, chief of the California Division of Aeronautics.

John Pfeifer is the Manager of the San Francisco Airports District Office.

--Marina Himmelberger
Administrative Officer

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Comments: _____

Please return completed surveys to: FAA/AWP-602
P.O. Box 92007
Los Angeles, CA 90009-2007

Editor's Notes

AIRPORTOPICS

Sponsors are encouraged to file the enclosed list of Advisory Circulars and other applicable operational safety and maintenance information for future reference.

In an effort to reduce printing costs and paper reduction, we are requesting recipients of this publication complete the enclosed brief survey regarding your capability to access this publication electronically. We would like to begin distributing this publication solely on our Internet site at <http://www.awp.faa.gov/ops/awp600/awp600htm>. Please return completed surveys to AWP-602 at the address provided below. Your time and comments are greatly appreciated!

***The goal of this publication is to report and inform our readers.
Comments, suggestions and ideas for future articles are encouraged from our readers.
Please forward to AirporTopics, AWP-602, P.O. Box 92007, Los Angeles, CA 90009.***

**Federal Aviation Administration
Western-Pacific Region
Regional Airports Division – AWP-600
P.O. Box 92007
Los Angeles, CA 90009-2007**

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All airports are encouraged to maintain a reference library of current Advisory Circulars and other information applicable to ensuring operational safety and maintenance. Additional resources are recommended for all ARFF facilities. Check the following website <http://www.faa.gov/arp/150acls.htm> for AC availability.

PAVED AREAS

150/5320-6D (chg. 1)
150/5380-6

Airport Pavement Design and Evaluation
Guidelines and Procedures for Maintenance of Airport Pavements
Pavement Management System

SAFETY AREAS

150/380-7
150/3300-13 (chg. 1-6)

Airport Design
Airport Drainage

MARKING AND LIGHTING

70/7460-1K
150/5340-1H (chg. 1)
150/5340-4 C

Obstruction Marking and Lighting
Standards for Airport Markings
Installation Details for Runway Centerline, Touchdown Zone Lighting Systems
Segmented Circle Airport Marker System
Economy Approach Lighting Aids
Stand-by Power for Non-FAA Airport Lighting Systems
Standards for Airport Sign System
Airport Miscellaneous Lighting Visual Aids
Runway and Taxiway Edge Lighting System
Maintenance of Airport Visual Aid Facilities
Air-to-Ground Radio Control of Airport Lighting Systems
Low Visibility Taxiway Lighting System

SNOW AND ICE CONTROL

150/5200-30A (chg. 1-4)
AIRCRAFT RESCUE AND FIREFIGHTING (ARFF)
150/5200-12B

Airport Winter Safety and Operations
Fire Dept. Responsibility in Protecting Evidence/Scene of A/C Accident
Aircraft Fire and Rescue Facilities and Extinguishing Agents

150/5210-6C

Aircraft Fire and Rescue Communications
Water Rescue Plans, Facilities and Equipment

150/5210-7C
150/5210-13A
150/5210-14A
150/5210-15

Airport Fire and Rescue Personnel Protective Clothing
Airport Rescue and Firefighting Station Building Design
Programs for Training Aircraft Rescue and Firefighting Personnel

150/5210-17 (chg. 1-2)

Water Supply Systems for Aircraft Fire and Rescue Protection

150/5220-4B

Guide Specification for Water/Foam Aircraft Rescue and Firefighting Vehicles

150/5220-10B

Firefighting Vehicles

HAZARDOUS MATERIALS

20-43C
150/5230-4

Aircraft Fuel Control
Aircraft Fuel Storage, Handling and Dispensing on Airports

TRAFFIC AND WIND DIRECTION INDICATORS

150/5340-5B (chg. 1)
150/5340-23B
150/5345-27C

Segmented Circle Airport Marker System
Supplemental Wind Cones
Specification for Wind Cone Assemblies

AIRPORT EMERGENCIES

150/5200-31A
150/5230-4

Airport Emergency Plan
Aircraft Fuel Storage, Handling and Dispensing on Airports

TRAFFIC AND WIND DIRECTION INDICATORS

150/5340-5B (chg. 1)
150/5340-23B
150/5345-27C

Segmented Circle Airport Marker System
Supplemental Wind Cones
Specification for Wind Cone Assemblies

AIRPORT EMERGENCIES

150/5200-31A
150/5210-2A
150/5340-17B

Airport Emergency Plan
Airport Emergency Medical Facilities and Services
Standby Power for Non-FAA Airport Lighting

SELF-INSPECTION PROGRAM

150/5200-18B
150/5210-5B

Airport Safety Self-Inspection
Painting, Marking and Lighting of Vehicles Used on an Airport
Operational Safety on Airports During Construction

GROUND VEHICLES

150/5370-2C
OBSTRUCTIONS
70/7460-1K

Obstruction Marking and Lighting
PROTECTION OF NAVAIDS
Airport Design
Standards for Airport Markings

PUBLIC PROTECTION

150/5300-13 (chg. 1-6)
150/5390-2A
WILDLIFE HAZARD MANAGEMENT
150/5200-32

Airport Design
Heliport Design
Announcement of Availability: Bird Strike Incident/Ingestion Report

AIRPORT CONDITION REPORTING

150/5200-33
150/5200-28B
IDENTIFYING, MARKING AND REPORTING CONSTRUCTION AND UNSERVICABLE AREAS

Notices to Airmen (NOTAMS) for Airport Operators
Hazardous Wildlife Attractants on or Near Airports
NOTAMS for Airport Operators
Standards for Airport Markings
Operational Safety on Airports During Construction
Standards for Specifying Construction of Airports
Debris Hazards at Civil Airports

UNSERVICABLE AREAS

150/5200-28B
150/5340-1H (chg. 1)
150/5370-2C
150/5370-10A (chg. 1-12)
150/5380-5B

Standards for Airport Markings
Operational Safety on Airports During Construction
Standards for Specifying Construction of Airports
Debris Hazards at Civil Airports

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RECOMMENDED NATIONAL FIRE PROTECTION ASSOCIATION PUBLICATIONS

(NFPA 1-800-344-3555 or www.nfpacatalog.org)

NFPA 10	Standard for Portable Fire Extinguishers
NFPA 30	Flammable and Combustible Liquids Code
NFPA 385	Standard for Tank Vehicles for Flammable and Combustible Liquids
NFPA 402	Aircraft Rescue and Firefighting Operations
NFPA 403	Aircraft Rescue and Firefighting Services at Airports
NFPA 405	Recommended Practice for the Recurring Proficiency Training of Aircraft Rescue and Firefighting Services
NFPA 407	Aircraft Fuel Servicing
NFPA 412	Evaluating Aircraft Rescue and Firefighting Foam Equipment
NFPA 414	Aircraft Rescue and Firefighting Vehicles
NFPA 415	Standard on Airport Buildings, Fueling Ramp Drainage, and Loading Walkways
NFPA 418	Standards for Heliports
NFPA 419	Airport Water Supply Systems for Fire Protection
NFPA 422	Aircraft Accident Response
NFPA 424	Guide for Airport/Community Emergency Planning
NFPA 1003	Airport Fire Fighter Professional Qualifications
NFPA 1401	Recommended Practice for Fire Service Training Reports and Records
NFPA 1403	Live Fire Training Evolutions
NFPA 1404	Standard for Fire Department Self-Contained Breathing Apparatus Program
NFPA 1600	Recommended Practice for Disaster Management
NFPA 1976	Standard for Protective Ensemble for Proximity Fire Fighting
NFPA 2001	Standard on Clean Agent Fire Extinguishing Systems

MISCELLANEOUS PUBLICATIONS

(<http://204.108.10.83:591/questionaire.htm>)

A Guide to Ground Vehicle Operations on the Airport
Airfield Visual Aid Safety Placards
Surface Safety: Everyone's Responsibility

RECOMMENDED AIRPORT SAFETY VIDEOS

Aircraft Rescue and Fire Fighting
Aircraft Rescue and Fire Fighting Overview
Firefighter Safety
Airport Emergency Plan
Airport Emergency Planning
Integrating Helicopters Into Local Emergency Plans
Ready for the Worst: Planning, Testing and Critiquing Airport Emergency Plans
Back to Basics Series
Aircraft Surface Movement-Markings, Lighting and Signs
Airport Self Inspections
Airport Safety Awareness
Aviation Safety Program-Towered Airports
Ground Vehicle Radio Communications
Foreign Object Debris (FOD)
Jet Blast, It'll Blow You Away (United Airline)
FOD - "It's Everybody's Business" (United Parcel Services)
FOD - "It's Everyone's Business" (Boeing)
Runway Safety Program
Dangerously Close, A Ground Vehicle Safety Film
Runway Incursions-The Unseen Danger
Runway Safety: "Everyone's Responsibility"
Wildlife Hazard Management (Transport Canada - Airports)
Bird Strike - Sharing the Skies
Crossed Paths
Not in My Backyard
There's Something Out There